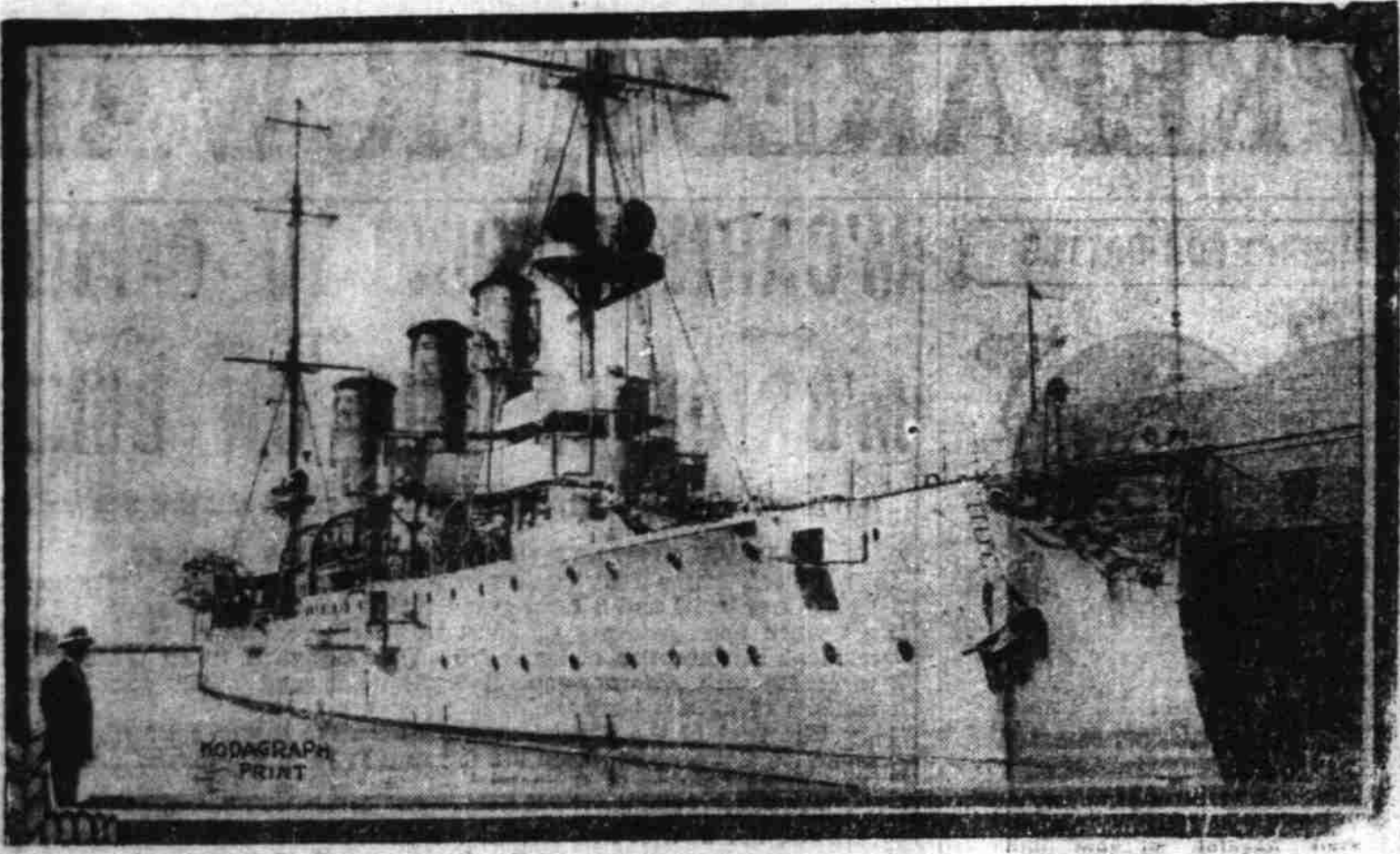


GERMAN CRUISER NURNBERG WAS THE HAVEN FOR DISTRESSED AMERICANS



German second class cruiser Nurnberg, an arrival at this port today, which may be delayed here pending developments in the war situation in Europe.

TENYO MARU IS AFFECTED BY RATE WAR

That a freight rate war of no mean proportions has begun and bids fair to continue for an extended period, resulting in a falling off in cargoes carried by some of the vessels passing through Honolulu now engaged in the trans-Pacific service, was demonstrated this morning with the arrival of the Japanese liner Tenyo Maru from San Francisco with approximately 1800 tons of merchandise destined for ports along the Japan and China coast.

There has been a split between a number of companies operating vessels between the northwest and the east, with the result that the great Blue Funnel line, a company operating more than 100 big freighters in all parts of the world, has separated from a shipping conference that had to do with the far eastern business. The Blue Funnel steamers making Seattle, Tacoma and Vancouver their terminal port are now said to have withdrawn from a traffic agreement and a cutting and slashing of tariffs has followed.

The Tenyo Maru was given the usual assortment of leather, cotton, and miscellaneous machinery for the far east. The vessel was not affected as far as passenger business is concerned as the Blue Funnel line is not engaged in this line of transportation. In steaming from San Francisco the Tenyo Maru carried four cabin passengers for Honolulu. Proceeding through to Japan, China and the Philippines are 43 cabin, 79 second class and 163 Asiatic steerage travelers.

Purser Thomas Cornelius McCombe announced that the vessel was favored with fine weather. One of the first mails to be received from the mainland in a number of days was landed from the Tenyo Maru. In sailing for the far east at 5 o'clock this evening the vessel will take more than 100 Asiatic steerage passengers.

PASSENGERS ARRIVED

Per ste. Kinan, from Kaula port, July 26—O. R. Carter, George Kane, M. K. K. K. S. Pupuli, C. A. Wood, George Bertram, H. Haneberg, W. A. Wood, B. F. Vickers, George Busch, Frank Hovet, T. Waterhouse, M. D. Storgatt, C. B. Gray, Mrs. H. Storgatt, Miss S. Wichman, W. Zeitz, Miss Quoson, M. P. Aguilar, M. S. Valente, H. F. Sohe, Mrs. J. K. Brown, Allan Brown, Mrs. E. Frazier, H. Brodie, Miss J. Pillar, A. V. Foster, C. B. High, Miss Castleman, Miss K. Radey.

Per T. K. K. Tenyo Maru from San Francisco: For Honolulu—Mrs. I. W. Campbell, Miss Isabella Campbell, Miss Lesley Jackson, Miss Sheldon Jackson, For Yokohama—Bishop J. Atkins, Mrs. J. Atkins, Mrs. L. H. Backeland, E. N. Britton, H. Bissell, Mrs. H. Bissell, W. Crosby, Mrs. W. Crosby, R. Dixon, Mrs. R. Dixon, T. Demoto, R. Goldschmidt, Dr. S. Nishigawa, T. Nakamigawa, L. Comdr. D. Mori, Miss M. Sugi, Maj. Gen. G. Tanaka, S. Ushijima, K. Wada. For Kobe—L. P. Anderson, Dr. E. F. Cook, J. L. Gerdine, Mrs. J. L. Gerdine, M. Matsunami, J. D. Oakley, For Nagasaki—Miss Della Follensbee, For Manila—C. Brantigan, Mrs. A. D. Webber, For Hongkong—Chan Fu Cheung, Lionel D. Hargis, Miss Nellie McKim, Miss Margaret McKim, Miss Marian McKim, P. McFarland, Mrs. P. McFarland, Miss Carrie L. Morton, O. Norworth, Mrs. O. Norworth, W. T. Robinson, A. Simonius, W. P. Springer, E. Staber, Mrs. E. Staber.

One important item in the cargo brought to the port from Maui, Molokai and Lanai in the steamer Mikahala was several hundred head of sheep. The vessel is reported to have met with fair weather. A large freight has been offered the Inter-Island steamer Claudine to be dispatched for Maui ports at 5 o'clock this evening.

With her cabins and 'tween decks lately the haven of refuge for distressed Americans, the victims of Mexican rebel atrocities, in many instances conveying these people for some distance along the coast until a friendly ship was met to which they could be transferred, the German second class cruiser Nurnberg, a sister ship to the Leipzig which called here some weeks ago, steamed through the channel before 8 o'clock this morning amid the booming of a salute of 21 guns from the naval station.

Following the interchange of salutations, the Nurnberg was berthed at Pier 5 A where the vessel will remain until Wednesday evening before continuing the voyage across the Pacific to Japan and thence to Tsingtau, the German naval base on the north China coast, and possibly will be held for orders pending developments in the European crisis.

Since leaving Honolulu behind the middle part of last November, the Nurnberg has spent much of the time in patrolling the Mexican coast, where large German interests in plantations, mines and lumber concessions are located. While the Mexican revolt was at its height the Nurnberg was a prominent figure at many of the points along the coast where the demonstration against Americans was the keenest.

On several occasions refugees fleeing from what appeared to portend death and the destruction of property, were given temporary shelter and protection on board the trim, though grim appearing little cruiser until such times as an American steamer in the coasting trade could be met and a transfer of passengers be effected without difficulty or danger.

The Nurnberg is built for business. Exposed from a number of vantage points are 10 four-inch guns. Below the waterline are the tubes from which torpedoes are hurled. The vessel made its bow to Honolulu in all its war paint. Arrayed in a dull gray, the vessel was not easily discerned by the lookouts until well up to the port.

Arrangements have been made to supply the Nurnberg with 750 tons of coal, this amount of fuel now going into the vessel with a promise of being safely stowed within 12 hours. Shore liberty to a complement of 320 men will follow. The officers in the Nurnberg are to be given much social recognition during their stay at the port, arrangements having been completed this morning for a series of receptions, dinners and dances, the local German colony acting as hosts.

Sailing from Honolulu last November the Nurnberg steamed for La Paz and soon afterward plunged into the midst of the Mexican disturbance on the west coast. The vessel called at Panama, this being the farthest point to the south followed by the cruiser. The cruiser Leipzig was met at Mazatlan where a transfer of a portion of the crew and time-expired men took place. The Nurnberg proceeded to San Francisco, the vessel going into dock for much-needed cleaning after its long stay in the tropical waters off Mexico.

Steaming from San Francisco on July 20, the vessel, while not crowded, is credited with making good time on the voyage. The two powerful screws in the vessel are capable of driving her at a rate of about 23 knots an hour under favorable steaming conditions. With the exception of being a trifle larger and of greater speed, the Nurnberg follows along the same lines as the Leipzig. The vessel was launched and went into commission in 1906. The officers in the Nurnberg include: Captain Schoenberg, Lieutenant-commanders von Bulow, Schultz, Keydel, Lieutenants Grobenschutz, Berendt, Eidean, Second Lieutenants Seidenrostritz, Graf von Spee and Frecken, Chief Engineer Kleedehn, First Engineer Reineke, Surgeon Luethke, Paymaster Pickert, and Midshipmen Freudenberg and Speisner.

It is expected that the Japanese freighter Tokai Maru, with 4500 tons of Japanese coal, will remain at the port for about 10 days before being dispatched for the Pacific Coast of the United States.

The first mail for dispatch to the coast will be forwarded on the Matson Navigation steamer Matsonia, sailing from the port at 10 o'clock Wednesday morning. An accumulation of eight days will be carried in this vessel.

YACHT NIAGARA STORM CENTER YESTERDAY

Payday on board the palatial yacht Niagara, owned by Howard Gould of New York and under charter by Joseph Leiter, the Chicago multimillionaire, proved to be the undoing of more than one able seaman who, remaining with the craft, have about completed an extended tour of the globe.

S. Olsen, a fireman in the Niagara, with several companions, broke into Paradise on Saturday night and, spying Chief Engineer Nybble, he attempted to square accounts for a real or fancied wrong. It was following a scuffle with the flowing bowl that the encounter took place. Olsen was placed under arrest by the police and this morning taken before District Magistrate Monsarrat, he was assessed a fine of \$25 and costs.

During the coating of the yacht, Albert Lucas caused trouble on board, much to the annoyance of the distinguished passengers and a party of friends who were enjoying a dinner on the after-deck.

Lucas has been detained at the central station pending the departure of the Niagara for the coast tomorrow night.

HARBOR NOTES

Sailing for the Asiatic coast at 5 o'clock this evening the Japanese liner Tenyo Maru will take about 100 steerage passengers destined for Japan and China. A number of Filipinos will be included in the list of departing passengers.

The Inter-Island steamer Likiep is to remain on the windward Kaula run for some weeks while the sugar season is at its height. This vessel took the place of the steamer Noeau.

Tuesday's coastal departures include the sailing of the Inter-Island steamer Kinan for Kaula ports and the Mikahala for regular ports, of call on the islands of Maui, Molokai and Lanai. These vessels will be given a quantity of lumber, fertilizer and coal.

The yacht Niagara, with the Joseph Leiter party completing an extended cruise around the world, will steam for San Diego and the coast of Mexico on Tuesday afternoon, according to announcement made today.

Before departing for San Francisco at 10 o'clock Wednesday morning, the Matson liner Matsonia will be provided with about 7600 tons of sugar besides a quantity of preserved pines and sundries.

A large mail, amounting to about 400 sacks, reached this city this morning in the Japanese liner Tenyo Maru.

Taking cargo for Honouka, Kukulua, and way ports, the Inter-Island steamer Walde is in the berth for dispatch at noon tomorrow. The vessel will be supplied with a late mail.

Scheduled for departure for Makua and Kaula, the Inter-Island steamer Maui has been placed on the berth to take cargo and mail at noon tomorrow.

Cattle to the number of 91 head have arrived from the island of Hawaii in the steamer Helene, which was berthed at the Inter-Island wharf yesterday.

Advices received by the local quartermaster's department stated that the transport Logan left Nagasaki for this port on July 22 and is due on or about August 3. The Dix will leave Seattle on August 1 for Honolulu with a large cargo of army supplies and 500 head of horses aboard. The Dix is due here on or about August 12.

STAR-BULLETIN GIVES YOU TODAY'S NEWS TODAY

JOSHUA TUCKER REFUSES TO QUIT JOB AT PRESENT

(Continued from page one)

Palmer Woods. The latter was to be given Tucker's place when he resigned; but now as there is to be no resignation Woods is out of the running for the land commissioner job.

One startling rumor gives it that he will take the stump for Prince Kuhio, in defiance of all the Democrats in the territory. Strong pressure is still being brought on him to get him in the delegate race and run on the Democratic ticket, but the possibilities of his yielding to this pressure is now almost entirely discounted.

The governor would not say this morning whether or not he has anything in mind for Woods. He was asked the question, but did not answer it. "There is only one more thing I wish to add," he said, "and that is that the respectable leaders of the Democratic party have been taken into consultation in the matter." He would not say whether they were in sympathy or in opposition to his acceptance of Commissioner Tucker's final decision.

It is understood that the leading Democrats referred to composed the committee which called on him last week and urged the appointment of Woods. As reported in the Star-Bulletin Saturday, at that time the chief executive had not asked the resignation of the commissioner. Col. Chas. J. McCarthy reported that he had "felt out" Mr. Tucker on the subject of his resignation, and was uncertain what position the latter would take in the matter. Tucker, later the same morning, informed the governor that he would think it over and give him a definite answer later.

"After thinking it over," said the commissioner this morning, "I came to the conclusion that I am legally entitled to hold office until March 4, 1916, the date of the expiration of my commission. I have so informed the governor and he agrees with me. That is all there is to it."

Woods to Return to Hawaii. Over the telephone this afternoon Palmer Woods said that he had heard that Tucker will insist on remaining as land commissioner and that he himself will shortly return to his home on the island of Hawaii.

He declined to talk upon the report that he may join the Kulo forces and would not discuss what he intends to do in politics. Some of his friends say that they do not believe he will leave the Democratic party to campaign for Kulo.

HANDSAW USED TO AMPUTATE ARM OF SEAMAN

An echo from a disaster in the south Pacific which about one year ago shocked the local shipping community when the fate of the well-known lumber laden schooner American was definitely learned, was brought to Honolulu a few days ago when a sailor in the vessel that is generally believed to have left her bones on a lonely reef or rock south of the equator.

The American left San Francisco for Sydney, via Knappton, over a year ago and shortly after sailing a seaman named Louis Butner had his arm caught in a winch. It is stated that the arm had to be amputated on board the ship, a common saw being used for the operation. Butner was put ashore and sent to a hospital at Eureka. The American took in additional cargo at Knappton and then left for Sydney and was never heard of again.

Butner sued the charterers of the American for \$40,000 but as all hands could not obtain witnesses. Charles Bernades, a former officer in the American, made his appearance and filed a deposition declaring that he witnessed the accident. Bernades, who is stated to have been a member of the crew of the Oceanic liner Ventura, is credited with having escaped the doom that awaited his shipmates by leaving the ill-fated vessel at Knappton.

Two Matson Steamers Near Port. Two Matson Navigation steamers are nearing the port from separate points on the Pacific Coast of the United States. The Hyades, laden with about 4000 tons of freight for four island ports, and steaming from Seattle and Tacoma, it is reported will be an arrival at an early hour tomorrow morning. This vessel is scheduled to call at Port Allen, Kaula, Kanae and Hilo for the discharge of mainland freight and taking on sugar. In departing from Hilo the Hyades will be supplied with a full cargo of sugar.

The Lurline, from San Francisco with about 30 passengers, a late mail and cargo for Honolulu and Kaula, is predicted will be at the quarantine anchorage at daylight tomorrow. The Lurline will be berthed at pier 15.

It has been decided that the schooner Zampa, which came into port from the south seas in distress, will be discharged of 500 tons of phosphate rock and then go on the drydock for repairs.

POLICE BUSY IN TRYING TO STOP FAST DRIVERS

Many Autoists Arrested for Infractions of Various Sections of New Ordinance

The lowly bicycle rider, the more affluent possessor of a motorcycle and the autocratic owner of a seven-passenger touring car all today figured with prominence in the spotlight of the police court.

Motorcycle Officers Chilton and Ferry, who have been devoting many hours of early evening and after midnight to haunting the highways favored by the autoist, brought a profitable grist to the judicial mill.

District Magistrate Monsarrat passed upon a score of cases which had to do with infractions of various clauses of the new city and county traffic ordinance. Several hundred dollars in small fines will probably be added to the municipal exchequer when the last defendant is arraigned before the lower tribunal.

C. L. C. Galt, son of John R. Galt, pleaded guilty to attempting to pass a street-car in the act of discharging passengers. He paid a fine of \$5, 1. Takemoto, for turning corners, paid \$5 and costs.

Mau Mook, for proceeding on the wrong side of the road, was fined \$5 and costs.

The same penalty was given S. Hiraschi, guilty of a similar offense. Chun Loo, on a bicycle, made too sharp a turn. He pleaded guilty, and paid \$5 and costs.

Kobayashi failed to observe the presence of an officer when he made a sharp turn and is out \$5 and costs. Lieut. Ganoe left his car standing in front of a cafe last night and discovered that he had violated the ordinance. He asked for more time. Continuance granted.

Tamura, traveling on the wrong side of the road in a car, admitted his guilt and paid the regulation penalty. J. Inouy would save time in looping corners, but was caught. He paid his fine of \$5 and costs.

George Saze and Fujita, charged with operating cars without proper lights and numbers, each paid \$5 and costs.

Officers Chilton and Ferry paid attention to speeders and brought N. Noda, Manuel Correa and Lincoln Achieu to the station charged with heedless driving. Correa was let off as not guilty. The other defendants were granted a continuance.

Fred W. Macfarlane is alleged to have failed to heed the regulation preventing an automobile passing a street car at a standstill. He will come up for trial tomorrow.

Police officers scoured the town this morning for those alleged to have violated the traffic ordinances and by noon had brought several to the central station, where in most instances bail was forthcoming for their reappearance at district court tomorrow morning.

The following names adorn the police blotter: Kenneth Hewett, Nishimoto, Y. Oroski, Wah Ching Kee, Leong Kee, Sam Chong and Goo Tan.

DOYLE CASE TO JURY; VERDICT MAY COME TODAY

(Continued from page one)

The three witnesses brought here from the mainland. Shortly after 11 o'clock District Attorney Jeff McCarra commenced his address to the jury. He was followed by Attorney C. H. McBride, counsel for the defense, after which Judge Charles F. Clemons issued his instructions to the jury. A possible verdict is expected late this afternoon.

Prior to the resting of its case by the defense, two witnesses, Dr. A. G. Hodgins and Max Dissler, were called in as witnesses. The latter testified regarding the location of certain rooms in the boarding house conducted by the defendant. In the rebuttal, Mrs. Viola Lukens, Mrs. Edna Perryson Doyle and Mrs. M. Ferguson were recalled to testify, their answers to counsel for the defense being extremely naive at times, and causing a continuance of the particular brand of humor which has prevailed since the commencement of the trial.

The Mix-up of Counsel. In the Doyle trial has developed an instance which is perhaps unparalleled in local judicial history. The defendant is on trial for a statutory offense. His attorney, Claudius McBride, is under arrest at the instance of the district attorney, charged with a violation of the white slave act. On the other hand, District Attorney Jeff McCarra, who has been conducting the prosecution, is under indictment by the federal grand jury, charged with assault with a dangerous weapon on McBride. The warrant for the arrest of McCarra, issued shortly after the alleged assault, was sworn to by McBride.

Work will be begun in October on laying a cable between New York and Panama a distance of 2,500 miles at a cost of \$5,000,000.

Mother—This morning she seemed beside herself with joy when I told her she must omit her music lesson to go to the dentist.—Judge.

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CABLE

Clash Between British Troops And Mob May Cause Rebellion

[Associated Press service by Federal Wireless]
DUBLIN, Ireland, July 27.—A clash between the British troops and the mob which took place yesterday with the King's Own Scottish Borderers and an angry mob that gathered around them as they were on their way to seize 10,000 rifles which had been consigned to the Nationalists and landed at Howth, nine miles from this city. The soldiers did not open fire on the mob until it began supplementing its angry expletives with stones and broken bottles. The commander finally gave the order to fire and a minute later three of the mob were killed and 60 wounded.

The incident has aroused great excitement all over the nation, but particularly in Ireland. The lord mayor of Dublin has sent a letter of protest declaring that the troops were ordered out without cause.

The arms were taken from a yacht at Howth, and though the Nationalists made an effort to land them secretly, the news of their arrival spread over the district. A woman is believed to have commanded the yacht on which they were shipped.

WHEN THE WORM TURNS, OR, THE POLICEMAN POLICED

Willmot R. Chilton, motorcycle officer of the local police department, is the pet aversion of speed-freaks and other acrobats who perform at the wheel of high-power buzz wagons. Honoluluans in large number, fortunate enough to own an automobile but sufficiently unfortunate to have forgotten to read the speedometer aright, fail to mention "Bill" in their prayers.

However, occasionally the doughty rider of the bucking motorcycle picks up a tartar, which was the case when he tackled Harold T. Hayselden, vice-president of the Waterhouse Company, who was careless enough to drive his car with one of the numbers missing. As Mr. Hayselden explained, the number had simply dropped off the car without his knowledge or consent but this was not sufficient of an excuse for Willmot and Mr. Hayselden was compelled to contribute a half eagle to the good and welfare fund of the city and county of Honolulu.

Cheerfully paying the fine Mr. Hayselden sought the modus operandi or revenge and discovered that Chilton rides a motorcycle sans number but bearing a hieroglyphic that might be intended for an "N" but isn't. In fact, it is said to be the remnants of a "W." Mr. Hayselden immediately sought and obtained the issuance of a penal summons and Mr. Chilton was before the district magistrate this morning, the case being continued until Wednesday.

PAPEETE WOULD COMPETE WITH HONOLULU

That Honolulu will not be without one or more lusty competitors for the reception of freight and passenger business with the opening of the Panama canal to traffic of the world's commerce, is a declaration that comes to this city by mariners who have recently visited the French possessions in the south seas.

Captain John Jansen, master of the little schooner Zampa, now at the port where his vessel, leaking and in distress, limped into the harbor with crew exhausted from continuous vigil at the pumps and Mrs. Jansen, the brave wife of the skipper, at the wheel, called at Papeete, Tahiti, on the voyage from Makateo Island.

At that time the French government had begun the expenditure of the sum of \$9,000,000 in harbor improvements at Papeete alone.

Realizing the importance of the position which Tahiti and the south seas will occupy in the eyes of the world with the opening of heavy traffic through the Panama canal, the French government has set about actively in making the many changes. The nine millions will be used on the harbor of Papeete. A wide bund will be run along the water front of the city, 12 feet high or six feet higher than the present seawall. This bund will be faced with concrete for its full length and will be bordered with trees and flowering shrubs, making the island waterfront equal in magnificence to any water front in the world. The entrance through the reef will also be improved, giving the island city a perfectly safe entrance way to its harbor.

The installation of a powerful wireless plant is going forward in a manner that is predicted to insure its completion before the end of the year. The shipping business at Tahiti is stated to have increased to marked extent during the past 12 months. Steamers that heretofore have never called at the important port in the Friendly Islands now make Papeete for the purpose of coaling. A direct line of steamers between the French possessions and Australia serve to maintain a large supply of coal. Fuel is reported can be sold there for less money than it can be secured by vessel owners or masters along the Pacific coast of the United States.

To better link up the isolated islands of the south seas a second large radio telegraph station is now under construction in the Marquesas which is predicted will provide communication with the big plants at Kaula and Koko Head on the island of Oahu.

The Little Zampa was today discharged of a portion of the cargo of phosphate rock. Captain Jansen has been ordered to place the vessel on a local dry dock for necessary repairs to carry the schooner to San Francisco.

DAIRY REMINDERS

The Lurline in the morning will bring to Henry May & Co., Ltd., generous supplies of fresh California fruit and vegetables, and Puritan creamery butter. For your share phone 1271 early.—advertisement.

Wednesday morning breakfasts will be ideal for the Lurline brings plenty of Primrose week sausage to Henry May & Co., Ltd., tomorrow. Just turn the little disc to 1271 for your supply.—advertisement.

Seas Damaged Kinan Cargo. Meeting with a series of tremendous seas in crossing the Kaula channel, the Inter-Island steamer Kinan reached Honolulu early yesterday morning, her officers bringing a story of considerable destruction to deck cargo, including several automobiles. One car, the property of George R. Carter, was wrecked from its lashings and was much battered before it was again made fast. A strong gale prevailed for the greater part of the return trip. The Kinan brought freight to the amount of 9000 sacks of sugar. Other items in the cargo included 100 barrels of honey and several hundred packages of sundries.

James W. Wadsworth, of Geneseo, N. Y., is being urged to become a candidate for United States senator, to succeed Senator Elihu Root.

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